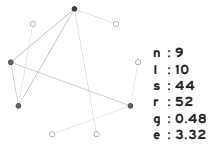
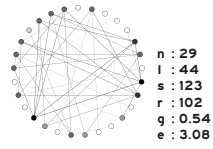


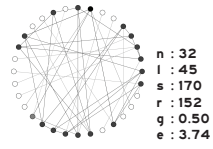
world metro networks



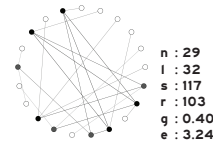
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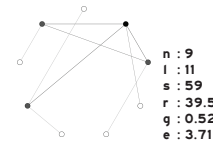
barcelona



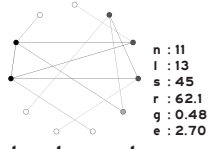
berlin



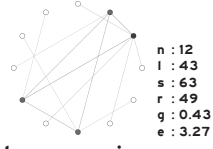
boston



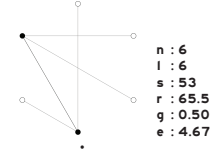
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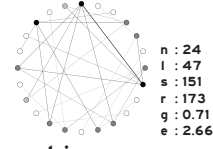
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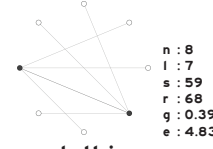
buenos aires



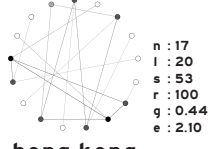
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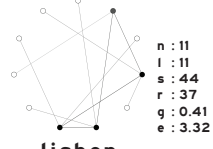
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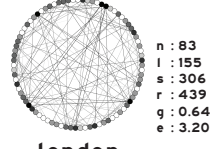
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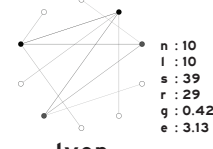
hong kong



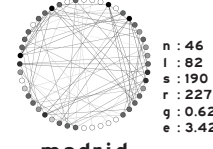
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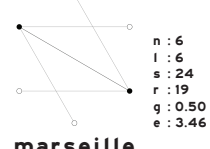
london



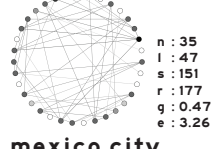
lyon



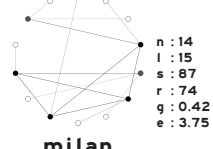
madrid



marseille



mexico city



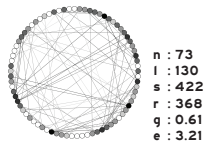
milan



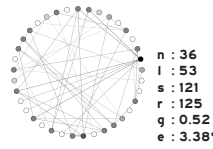
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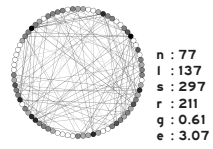
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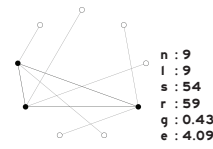
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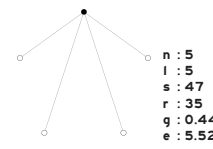
osaka



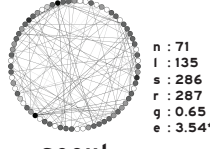
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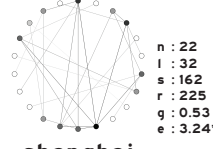
prague



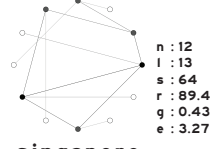
rome



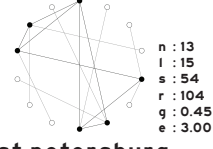
seoul



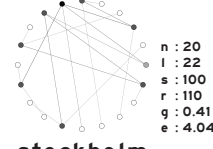
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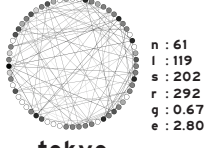
singapore



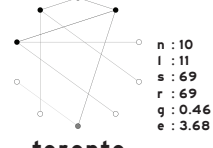
st petersburg



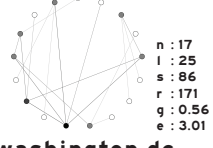
stockholm



tokyo



toronto



washington dc

Legend

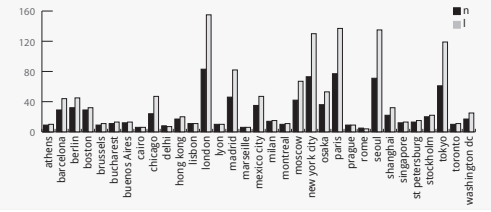
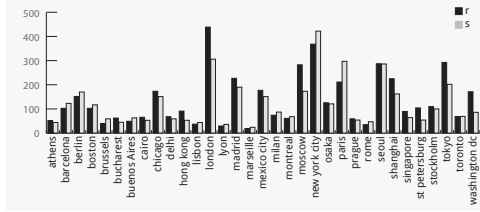
Transfer stations and termini are redistributed randomly around a circle (other regular station are omitted), and connected if a connection exists (other regular station are omitted).

- : high degree node
- : intermediate degree node
- : low degree node

n : number of nodes
l : number of links
s : number of stations
r : track length (km)
g : actual-to-potential number of links for planar networks
e : degree distribution power law scaling factor
* not statistically significant

lyon metro

schematic diagram circular visualization



For more information, please visit:
<http://csun.uic.edu>



Data collected in 2008-09